

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,186 號陸十捌百壹千壹萬第 日柒十月伍年六十二緒光 HONGKONG, WEDNESDAY, JUNE 13TH, 1900. 叁拜禮 號叁拾月陸年百九千壹英港香. PRICE \$2 PER MONTH.

New Advertisements will be found on page 1.

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**CHAMPAGNE**  
BOLL & CO.  
PRICE—  
PER CASE 1 DOZ. QUARTS ..... \$40  
PER CASE 2 DOZ. PINTS ..... \$42  
IMPORTED ONLY BY  
**A. S. WATSON & CO., LIMITED.**  
WINE MERCHANTS.  
ESTABLISHED 1841. [a1632]

**NAPIER JOHNSTONE'S**  
**SQUARE BOTTLE WHISKY**  
The sale of this good Scotch increases month by month. It is of Superior Quality and of CUTLER, PALMER & CO.'S SELECTION. Sole Agents for it—  
**LANE, CRAWFORD & CO.**  
Hongkong.

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central  
**CUTLER, PALMER & CO.'S**  
PRICE \$10.75 PER DOZEN  
NET

Blend of Selected Distillations of the Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO. Hongkong.** [a2]

**JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.**  
This World-renowned Fine Old Highland Whisky is shipped by CUTLER, PALMER & CO., and is obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central, Hongkong, 26th July, 1897. [a3]

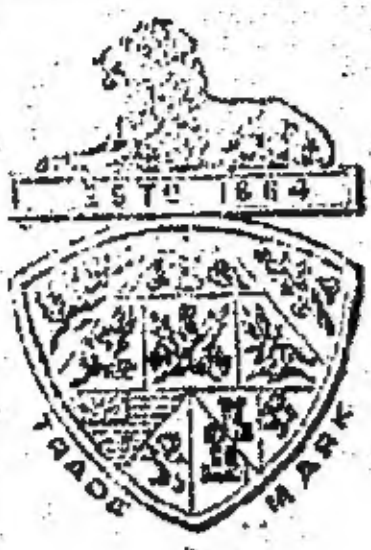
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THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting of every description. Repairs executed with promptitude and skill. Enamelling a specialty.  
**MCKIRDY & CO.**  
43 & 45A, QUEEN'S ROAD, HONGKONG, 31st November, 1899. [a2461]

**HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**

**TIME TABLE.**  
WEEK DAYS.  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
10.45 a.m. to 11.30 a.m. Every quarter of an hour  
11.30 a.m. to 12.30 p.m. Every quarter of an hour  
12.30 p.m. to 1.30 p.m. Every quarter of an hour  
1.30 p.m. to 2.30 p.m. Every quarter of an hour  
2.30 p.m. to 3.30 p.m. Every quarter of an hour  
3.30 p.m. to 4.30 p.m. Every quarter of an hour  
4.30 p.m. to 5.30 p.m. Every quarter of an hour  
5.30 p.m. to 6.30 p.m. Every quarter of an hour  
6.30 p.m. to 7.30 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.45 p.m. every half hour.  
SATURDAYS.  
Extra Night cars at 11.30 and 11.45 p.m.  
SUNDAYS.  
8.15 a.m. to 10.15 a.m. Every half hour  
10.15 a.m. to 11.00 a.m. Every ten minutes  
11.00 a.m. to 12.00 p.m. Every quarter of an hour  
12.00 p.m. to 2 p.m. Every quarter of an hour  
2 p.m. to 3 p.m. Every quarter of an hour  
3 p.m. to 4.45 p.m. Every quarter of an hour  
4.45 p.m. to 11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the Company's Office, 28 & 40, Queen's Road Central, JOHN D. HUMPHREYS & SONS, General Managers.  
Hongkong, 1st May 1899. [a1033]

**GREEN ISLAND CEMENT COMPANY.**  
**PORTLAND CEMENT.**  
\$4.50 per Cask of 37½ lbs. net ex Factory.  
\$2.80 per Bag of 250 lbs.  
**SHEWAN, TOMES & CO.**  
General Managers.  
Hongkong, 8th June, 1900. [a1696]

**CARBOLINEUM-AVENARIUS**  
USED FOR OVER TWENTY YEARS.  
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.  
Sole Agents for China.  
**LUTGENS, EINSTADT & CO.**  
Hongkong, 31st August, 1897. [a398]



15, Queen's Road, Hongkong. Telephone No. 75.

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IN CASES OF 1 DOZEN STONE BOTTLES.  
THE BEST GIN FOR COCKTAILS.

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**CALDBECK, MACGREGOR & Co.,**  
WINE & SPIRIT MERCHANTS. [34a]

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

**SUPERB OLD COGNAC.**

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

**THE ELITE OF WHISKY—**

**THE "PALL MALL,"**

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

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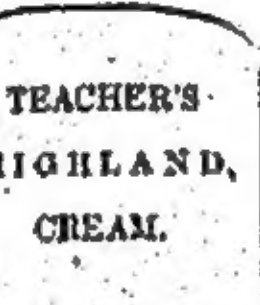
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\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICES.

AGENTS—**SIEMSEN & CO., HONGKONG.**



THE FINEST WHISKIES AT THE PRICE ON THE MARKET.

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**H. PRICE & CO.**

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17A, QUEEN'S ROAD, HONGKONG. [390]

**CARBOLACENE**

REMOVES DIRT.

PREVENTS DISEASE.

IN BRIEF.

FACTS.

WHAT IS CARBOLACENE?

A LIQUID Cleaner Disinfectant, SAFE and rapid in action. Does away with Soaps and Disinfectants! REMOVES DIRT immediately! PREVENTS DISEASE effectively.

BRIEF AGAIN.

Simply pour a Cupful in a bucket of water and apply in usual fashion. SPECIALLY NOTE how rapidly all things are rendered SWEET and CLEAN.

WON'T INJURE THE SKIN. MIXES AT ONCE WITH WATER. WILL WASH CLOTHES.

AS SUPPLIED TO HER MAJESTY'S GOVERNMENT, THE ADMIRALTY, H.M. DOCKYARDS, TRANSPORTS, AND TRAINING SHIP.

SOLE CONSIGNEES.  
**WATKINS, LIMITED.** [1124]

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ENGLISH ADMIRALTY COAL. ELECTRIC FAN SETS AND MOTORS. DRY AND WET BATTERIES. ALL COLOURS OF BUNTING. GERMAN CIGARS. IMPERIAL AND LAGER BEER.  
Fresh Water Supply at Shortest Notice. Terms Moderate. [1215]

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J. M. DE ZUNIGA,

Entrance: ION HOUSE STREET (Victoria Heet)

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WINES & SPIRITS  
OF THE BEST QUALITY ONLY.

CHAMPAGNES—AYALA, ROUSSEILLON, SPARKLING "DRY ROYAL" SAUMUR. BURGUNDIES—CHAMBERLIN, POMMARD, CHABLES, & C., CHIANTI, CAPPRI. HOCKS—HOCKHEIMER, LAUBENHEIMER. SHERRIES—CONDE DE TERRES CABRERA. PORT—"RED SEAL". WHISKIES—NAPIER JOHNSTONE'S, BUCHANAN'S, COCKBURN'S. BRANDIES—J. D. VERNET'S AND EXHAW'S. GINS—"LONDON DRY", BOARD'S OLD TOM AND PLYMOUTH. LIQUEURS—ALL KINDS AND BEST QUALITY. BRITISH WINES—GINGER WINE AND BRANDY. FOSTER'S ALES AND STOUTS, &c., &c., &c. [32a]

EVERYTHING KNOWN IN MUSIC.

THE  
**ROBINSON PIANO CO., LD.**

MANUFACTURERS. [147]

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SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT. MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c. "GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR" METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES. ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market. ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK. Chief Superintendent THOMAS SKINNER. Superintendent ARCHIBALD BITCHIE. DODWELL & CO., LIMITED, General Managers. [37a]

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Have a Full Stock of BATHING DRESSES, BATH GOWNS, BATH TOWELS, SUMMER UNDERWEAR, &c., &c. [35a]

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Lord Roberts's Campaign and Its Consequences, by Jean de Bloch. 35  
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A Set of 6 Maps of the Country between Bloemfontein and Pretoria, Published by the Intelligence Department. 7.50  
Scale. Prices Complete. 2.00  
The Transvaal from Within, by Fitzpatrick. 2.00  
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[30]

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SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE.

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LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [32a]

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NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-Resisting. The Best NITRO-POWDER IN THE WORLD. PRICE OF 12-BORE CARTRIDGES—

Loaded with Powder only. and 1 oz. of Shot. Primrose Cases. \$5.65. 57.40  
Pegamoid Cases. 6.25. 8.00  
Ejector Brass Cases. 6.90. 8.65  
5 per cent. discount on orders of 1,000 and over.

Apply to Wm. SCHMIDT & CO., Gunmakers, Hongkong. [12]

DESIGNS and Specifications prepared for any class of Steamships. Launches and light draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. Now and second hand Launches for Sale. Telegrams, "CENTRE", Hongkong. Telephone, 202. H. F. CARMICHAEL, B. J. BARLOW. [1637]

Hongkong, 1st June, 1899. [1637]

Arrivals, Departures and other Shipping Intelligence will be found on pages 6 and 7.

**HOTELS.**

**HONGKONG HOTEL**

A First Class Hotel in every respect. Elegantly Furnished Reading, Music, and Smoking Rooms. Dining Accommodation for 250 persons. Hydraulic Elevators to every floor. Cuisine of the best. Hot and Cold Water throughout. Wines and Groceries imported specially from Europe and America. Electric Lighting in the Billiard Rooms. Wines, &c., cooled by Refrigerator. All Hotel Linen washed on the premises by Machinery. Bedroom Accommodation—132 rooms. Fire Extinguishing Mains on every floor. CHARGES MODERATE. [44]

THE  
**PEAK HOTEL.**

City Office: 7, Duddell Street. [1028]  
**HOTEL CRAIGIEBURN.**

CENTRALLY situated at Plunket's Gap. The Peak, 1,500 feet above sea level, and 500 yards from Tram Terminus. For Terms, &c., apply to the Manager. Hongkong, 2nd April, 1900. [1029]

**THE WAVELEY HOTEL.**  
ICE HOUSE STREET, HONGKONG.

**FIRST-CLASS PRIVATE HOTEL.**

Handsomely Furnished and Exceedingly Spacious Rooms. Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH. SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE. [45]

**THE CONNAUGHT HOTEL.**

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished. The Hotel is situated near all the Banks and Principal Offices in the Colony. Special Attention paid to the Comfort of Guests. Cuisine excellent; under Experienced Management. Terms Moderate. A. FONSECA, Manager. Hongkong, 1st December, 1899. [46]

**"BOA VISTA" HOTEL MACAO.**

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management. MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the Magnificent Saloon Steamer "HUNGAR" in 3 hours, leaving Hongkong at 2 P.M., and Macao at 8 A.M. Connection made by Company's Steamer to and from Canton. TOURISTS should not miss the chance of visiting this famous old City. For Terms, apply J. H. CHESNEY, Manager. Telegraphic Address, "Boa Vista". [1004]

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
MACAO.

THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate. L. HING KEE, Proprietor. Telegraphic address "Hing Kee". [1730]

**VICTORIA HOTEL.**  
SHAMBAEN—CANTON.

THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now offers splendid Accommodation for 40 to 50 Visitors. The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists. Excellent CUISINE and best Wines. The Hotel's Boat boards all Steamers on their arrival and departure. Telegraph address "Victoria", Canton. A. B. C. and All Codes used. MATA & FARMER, T. F. D. CRUZ, Proprietors. Hongkong, 16th November, 1899. [44]



## INTIMATIONS.

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MONUMENTAL SCULPTORS.

AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
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A. S. WATSON & CO.,  
LIMITED.OUR  
AERATED WATER  
FACTORY

Has been recently greatly enlarged and refitted with the best English Machinery, embodying the latest improvements in the trade.

THE PUREST INGREDIENTS only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

THE WATER USED is specially filtered and proved by repeated analyses to be absolutely pure.

FOR COAST PORTS Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empty when received back in good order.

Orders through Local Post or by Telegram receive prompt attention.

Counterfoil Order Books supplied on application.

Registered Telegraphic Address:  
"DISPENSARY, HONGKONG."

## A. S. WATSON &amp; CO., LIMITED,

AERATED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841.

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS—A.B.C. Code.  
P.O. Box 33. Telephone No. 12.

## DEATH.

On Saturday, 9th inst., at his residence, No. 28, Elgin Street, ANAND RAOJI MADHAR, aged 58 years. Deeply regretted. Indian papers please copy.

## The Daily Press.

HONGKONG, June 13th, 1900.

THE Treaty Powers, after a protracted fit of consideration, appear to be at last awake to the fact that the position at Peking is precarious. The Foreign Representatives have become so accustomed to living in an atmosphere of intrigue and uncertainty that it took them some time to realise that the movement initiated by the so-called Boxers was actually levelled against foreigners generally, and might even bring discomfort on the Legations eventually. So they have now obtained a body of sailors and marines from the Foreign Fleets, and now the British and Russian Governments are bestirring themselves to send troops to Tientsin. It is reported from Shanghai that the Russians have landed 4,000 at Tongku and that Admiral Semyonov has landed a Naval Brigade at Taku and forced his way to Ward Peking in an armed train as far as Lofa. Meanwhile instructions have been received here from home to get ready a force of a thousand men for despatch North if required, and this is now equipped and held in readiness. What it is expected to accomplish with a body of two thousand men we cannot pretend to say. Perhaps it is hoped that by joining forces with Russia, and inducing the friends of order in China to rally round them, it will be possible to upset the existing maladministration at Peking, and set up a new and strong Government under

the Emperor KWANG SU. There is much wild talk of the widespread nature of the conspiracy of which the "Boxers" are the visible outcome, but although the association numbers perhaps hundreds of thousands it must be remembered that only a small percentage are effectively armed, and fewer still have the smallest knowledge of military discipline. Unless they are backed up by the Chinese Government and stiffened by the presence among them of Chinese troops they would not be able to make any stand against the disciplined soldiers or sailors of the West. The danger in a case of this kind always lies in delay; the longer the blow is deferred, the higher rise the hopes and the spirits of the rebels. It is not, however, wholly or solely against the Boxer organisation that a blow must be struck; the weak and corrupt Manchu Government needs a sharp lesson. Indeed no further trust can be reposed in an administration which has shown itself at once so pusill and so unfriendly. The sympathies of the Manchu princes and mandarins have avowedly been given to the bellicose Boxers; the Empress Dowager is believed, with good reason, to wish their movement success; and it is reported that these royalties have secretly received encouragement from officials in high places. Now the conspiracy that the mandarins fondly hoped to make an instrument of to accomplish the destruction of the Christianism in China has not yet been wrought into a convenient weapon. Full of violence and vanity, the Boxers are yet seemingly without a plan, and simply spend their energies in burning, devastating, and wasting property, taking life when there is no possibility of successful resistance, unwilling to attack any unarmed peasantry, peaceful missionaries and unoffending engineers in small parties. No doubt the sight of a battalion of European troops of sailors would produce a panic in their ranks, more especially if treated with a bayonet charge. But it is one thing to disperse a horde of undisciplined Chinese; it is quite another matter to hold a great country like, say the province of Chihli, and preserve order in its capital by the aid of a few thousand men. It is true that the Allied Forces of England and France held Canton for four years, 1853-61, with only a few thousand soldiers, and possibly Peking would prove no more difficult to govern. But at that time the Chinese did not possess the arms of precision they now use, which go so far to equalise matters and discount individual prowess. The Chinese made little use of their arms during the Chino-Japanese War, it may be admitted, but the arms and ammunition did not then always tally, and the men were most disgracefully led. They would be handled no better now, and probably an easy victory would be gained; but the danger of under-valuing the enemy has been so frequently and painfully impressed upon us during the South African campaign, that we are not disposed to estimate the Boxers too low. Their fanatic belief in their own invulnerability is a force to be reckoned with, and one that is likely to impel them to deeds of daring which no son of Han under other circumstances would venture to essay. It is to be hoped, therefore, that the Treaty Powers are not about to undertake the overthrow of the Central Government of China and the substitution of a new machinery of administration without taking ample precautions to support and maintain the fresh dispensation.

In the report of the Acting Postmaster-General for the year 1899, which by the way is rather late in its appearance (owing, no doubt, to recent changes in the Department), Mr. CONNELL LEWIS says:—"Beyond some changes in the style of sorting cases, there have been no improvements in the Post Office, nor has there been any increase in the much-needed space. Light and ventilation are much required, and, with the long hours obtaining in this office, 'I may remark both are essential to the health and well-being of the employees.' He adds, what has been in every resident's mouth for years, "It is much to be desired that the new Post Office will soon be taken 'in hand.' Seeing that it has been decided to rebuild the Post Office on its present site and part of that now occupied by the Supreme Court, and that the foundations of the new Law Courts are just about to be commenced, it will be at least four or five years before work on a new Post Office can even be commenced. This prospective delay is certainly much to be regretted. The building in which the Post Office is now domiciled was erected to accommodate the business of the department when it was about one-tenth of what it now is, and ingenuity has been exhausted in endeavouring to make the habitation suffice for the ever growing needs. The Government has long recognised the absolute impossibility of the work being efficiently performed in the present cramped quarters, and we are glad to learn that temporary measures are being adopted to increase the accommodation. This is being effected by the demolition of the servants' quarters and the erection on their site, north of the main building, of a new Sorting Room, where

that important branch of work can be carried on with something like expedition and comfort. New servants' quarters have been erected at the back of the Land Office, and, though doubtless far from welcome there, they at least will be more out of the way. The new building, being strictly of the nature of a makeshift, will of course be of the plainest description consistent with its very prominent position. We trust that this provision of this greatly needed annex to the Post Office will not, in any way, be allowed to cause the postponement or any delay in the erection of the projected public buildings. The Law Courts have been sanctioned, the plans approved, the supervising architect sent out, and we can only hope that the work of erection will proceed at a rate surpassing all expectation. Every effort should be made to get the foundations laid at once and the grants for the exterior dressed ready by the time it is wanted.

Consul-General Willmann and family have left Hongkong for a four or five weeks holiday in Japan.

Mr. Gilbert B. Whyte has been appointed General Manager of the Kowloon Railway, in succession to the late Mr. Wm. Bibby.

From a notice which appears elsewhere it will be seen that the Gymbhara which was to have been held to-day has been indefinitely postponed, as the weather is too unsettled.

A meeting of the Tenmile Committee will be held at the Chamber of Commerce Room, City Hall, to-morrow, the 14th instant, to receive the statement of accounts from the Hon. Treasurer and to determine in what manner the surplus balance left over shall be appropriated.

A Government Gazette Extraordinary published yesterday contained a letter from Acting Commissioner of Customs, E. V. Drean, announcing the receipt from Shanghai of the following telegram: "Amoy and Swatow declared infected; inform shipping. Aglen."

In accordance with a notification from the Treasury Commissioners, the rate of the dollar issued at Hongkong, the Straits Settlements, and on the China Station during the quarter commencing July 1st, has been fixed at one shilling and elevenpence.—Singapore Free Press.

Three men charged with being implicated in the armed attack on the *Fook-Sing* while on her way to San Chun on the 13th May have been brought up at the Magistracy and remanded until the 18th inst. Two of the men were arrested in Macao and the other in Hongkong.

On the day when the fall of Pretoria was announced, a notice appeared at the Marine Club, Singapore, to the following effect:—"Owing to the sad calamity which has befallen the Boers at Pretoria, the meeting of the Engineers Association which was called for this evening will be postponed till Saturday."

Mr. Charles Sheldon, author of *Is His Steps* has given to the Indian Famias Fund £200, one fifth of his salary as temporary editor of the *Topical Capital*. As Mr. Sheldon acted as editor for one week his salary was at the rate of £2,000 a year. As a Straits contemporary remarks, this beats the record in the Far East. It also shows how paying self-advertising piety can be made.

The police have arrested an Eurasian boy, aged 15, who gives the name of John Whitley, on a charge of obtaining money by false pretences. It seems the youth has been in the habit of going about representing himself as an official of the Water Department. He has made it his business to examine taps, and after promising to send new taps has asked for sums varying from a dollar to a dollar and a half, giving chits and signing them "John Whitley." Ultimately his doings got to the ears of the police, who laid hands on him.

A Chinese boatman employed on board H. M. S. *Tenar* was charged at the Magistracy yesterday morning with assaulting Chinese Constable 299 and damaging his coat. The complainant said that about half-past seven on Monday night he was on duty near Blue Buildings, standing on the wharf when the defendant came up and called for a sampin. Both he and the defendant were in plain clothes, the defendant being slightly drunk. As the defendant was going down into the boat he nudged him with his shoulder, saying he was in the way, and nearly pushing him into the water. The defendant knocked against him on purpose. On his telling him not to push him the defendant caught hold of his coat and tore it—Chinese constable 413 corroborated.—The defendant said that on Sunday night he called a boat. The complainant was on the wharf at the time and told the boatman to ask him 20 cents. He said he would give 10 cents. The complainant then said, "Ask him 15 cents." He said he would not pay 15 cents and walked away, the complainant having previously struck a blow at him with his truncheon. He got a beat at the pier near the Cricket Ground. On Monday night he went ashore again. The complainant came up to him and asked him if he was looking for him. He replied no. The complainant then got hold of him and struck him and afterwards took him to the Police Station.—For the assault the defendant was fined \$5 or 14 days and for damaging the constable's coat he was ordered to pay \$3 or go to prison for 14 days.

The Russian Imperial authorities recently made a grant of £200 to the Institute of Oriental Languages at Vladivostok for the purpose of enabling certain students to undertake a journey to China during the month of May. The Russian commercial firms established in China expressed their willingness to give the students in question free board and lodging during their trip to China.

A remarkable article was published by M. Jules Roche last month in the *Paris Figaro* on the world's commerce. The proportional increase of trade he gives in the following figures:—Italy has gained 12 per cent. since 1890, Belgium 22 per cent., England 34 per cent., Germany 40 per cent., United States 33 per cent. France, however, has not only not increased her trade, but has receded to the extent of 4 per cent. since 1890. M. Jules Roche attributes this grave fact to the collectivist theories which have made headway in the Government. The energetic and industries are heavily taxed in order to provide for the idle and unfit.

The Times Shanghai correspondent telegraphed on the 13th ult.—The experience of the gunboats *Woodcock* and *Wagtail* in their recent journey from Ichang-fu to Chungking-fu leads support to the opinion that steamers are unlikely to supersede junks for the navigation of the rapids of the Yangtze-kiang. Although the *Woodcock* was successful in making the passage under steam without hauling both vessels were damaged. Moreover, the risks of delays to navigation between Ichang-fu and Wan-hsien appear to be such as to preclude the idea of a regular service proving a profitable venture between these points. Competent authorities consider that towing launches would be useful between the rapids, but that the eventual starting-point for the Chungking steamer traffic will be Wan-hsien.

The Berlin journal the *Neueste Nachrichten* publishes a long article from Hankow, dated March this year. The article gives facts and figures proving the steady increase of Japanese influence in China, and dwells exultingly on the fact that German merchant vessels on the Yangtze form a check to the claims of the British to the Yangtze Valley, in which region also it urges that German military and moral influence should be preserved. By way of giving this point it cites the use of Japanese teachers and officers at Wuchang, and the employment of three German officers by the Governor of Wuchang. The writer is evidently anxious lest the fruit of German activity should fall to the Japanese, and shows equal uneasiness respecting the efforts of the English.

## THE CRISIS IN THE NORTH.

## HONGKONG TROOPS IN READINESS.

We understand that the local troops which are being held in readiness to proceed to the North are three companies of the Royal Welsh Fusiliers, four companies of the Hongkong Regiment, and a battery of Royal Artillery, probably the Hongkong Royal Artillery. The command will, it is said, be taken by Major M. M. Morris, Royal Artillery.

## IN PRAISE OF HONGKONG.

The impressions of the hurrying traveller on the places he passes through are apt to be rather different from those of the more sedate resident, and it cannot be said that Hongkong has escaped the hasty snap-shooting of the literary "globetrotter." One distinguished author, we remember, arriving presumably on some such day as we have been experiencing lately, was firmly convinced that Hongkong was a place where it usually was wet. He evidently had not the chance of reading discussions on our Water Supply question. A more recent visitor of our is Mr. Poulton Bigelow, who is ecologist and he did not grow disillusioned. The sampan delighted him. "All the native craft I saw," he says, "were well-scrubbed outside and in, and whenever not under way, the family appeared very busy cleaning up about their water home." As the song says, there are others. No doubt, however, we deserve most of the nice things Mr. Bigelow says about us. He is, naturally, enthusiastic about the club. "It is, externally, one of the most imposing buildings in a town crowded with good architecture; it need not shun comparison with the great clubs of Pall Mall." When, however, he adds that "clubs in the East practically include in their membership every respectable white man, we cannot help thinking of a great number of not very respectable white friends of our own who live in the East without being members of their local clubs.

Of the climate Mr. Bigelow says:—"In Hongkong a calm day is almost unknown. There is a constant sea-breeze acting as a perpetual breeze against the ordinary weakening effects of high thermometer." That breeze is not always so evident to some of us. Can it have been the pinhead? The Peak ascent, as was only right, alarmed our critic. "As our little observation-car climbed up the slopes of this happy island, I felt as though Church's 'Heart of the Andes' was revolving about me with no end of coconut and palm trees, gorgeous birds, shimmering bits of water, and the fairy-like conglomeration of a grand transformation scene in a Robinson Crusoe pantomime. Everything else, practically without exception, meets with Mr. Bigelow's approval, and to those who are disposed at any time to grumble at the conditions under which they live here Mr. Bigelow's description in *Harper's Magazine* of our Earthly Paradise is strongly to be recommended.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## THE CRISIS IN THE NORTH.

London, 11th June, 11 p.m.

## M. DELCASSÉ MAKES A STATEMENT.

## IMPERIAL GOVERNMENT.

## PRESSED TO RESTORE ORDER.

M. Delcassé states that there is a complete understanding between the Ministers at Peking. A fresh demand will be made, in which the Imperial Government will be warned that unless order is restored with all speed the Powers will consider the question of establishing order themselves.

Shanghai, 12th June, 4.25 p.m.

## THE PROGRESS OF THE TROOPS.

## NOT AT PEKING YET.

The troops have reached Lofa, their progress having been delayed through the necessity of repairing the bridges. To this point supplies have been sent. 275 Russians and French left at noon yesterday to join the column.

## THE REASON FOR YESTERDAY'S SILENCE—TELEGRAPH HAS CEASED.

Telegraphic communication with Peking ceased on Sunday at 2 o'clock in the afternoon, since which there have been numerous unverified rumours.

## THE WAR.

London, 11th June, 11 p.m.

## THE ROODEVAL DISASTER—A DERBYSHIRE BATTALION LOST.

The Roodeval casualties covered the whole of the fourth battalion of the Derbyshire Regiment (Militia Battalion). Seventeen were killed and seventy-seven wounded. The remainder of the battalion were made prisoners, except six who escaped.

## GEN. BUTLER SEIZES A PASS.

General Buller has crossed Botha's Pass and concentrated at Klip River Junction and Ganslet. The Boers, 3,000 strong, have retired.

## FIGHTING NEAR HEILBRON.

Lord Methuen was fighting on the 8th instant south of Heilbron. Generals Colville and Knox were co-operating with him.

## REUTER'S SERVICE.

London, 10th June.

## RESULT OF THE GRAND PRIX DE PARIS.

1. Somendra.
2. Love-grass.
3. Lago.

## THE WAR—THE ORANGE RIVER COLONY.

General Forester-Walker wiring from Capetown, 10th inst., says that natives report that the Boers in three columns were, early on the 9th inst., near Hooningruit and that the railway between America and Roodeval stations is almost completely destroyed.

## NATAL.

The Boers have only refused proposals from General Buller to surrender.

## THE BRIBERY ORDINANCE.

## PROPOSED AMENDMENT.

The advisability of amending the Ordinance dealing with bribery, that is the Magistrate's Ordinance, in order that trumpery cases of bribery might be dealt with by the Magistrate summarily instead of their having to be sent for trial, has been recognised for some time, and at last action has been taken. A Bill entitled an Ordinance to further amend the Magistrate's Ordinance, 1899 (No. 10 of 1899) being read a first time at the meeting of the Legislative Council on Monday. The objects and reasons of the Bill are stated as follows:—

"There appears to be no valid reason why in cases of comparatively trifling offences committed within the Admiralty Jurisdiction, as for instance on board a British ship on the high seas, the offender should not be dealt with summarily by the Magistrate in the same way as if the offence had been committed after the ship had entered the harbour. There can be no doubt that the necessity at present existing of sending all such cases to the Sessions of the Supreme Court, either works great hardship on innocent witnesses who are bound over to appear, or causes a failure of justice by the refusal of persons to prosecute. Hongkong is a port frequented by vessels of many of which there but a short period before proceeding to other places, and it is often most inconvenient for witnesses to remain after the ship has left. Where the sentence of six months' hard labour will adequately meet the case and the facts are clear and simple, there is no valid reason why the Magistrate should have to commit the accused for trial just because the offence happened outside the harbour.

"By section 80 of the Magistrates Ordinance, 1899, as amended by Ordinance 12 of 1895, the Magistrate cannot inflict imprisonment for more than six months. If, therefore, the gravity or difficulty of the case rendered committal for trial desirable, the Magistrate would commit just as he can now, even where the case is not excluded by the schedule from summary jurisdiction. (See the third clause of section 80 of the Magistrates Ordinance.)

"As regards cases of ignorant Chinese offering small bribes of a dollar or two to Sanitary Overseers, or Overseers in the Public Works Department, to induce them to refrain from performing their duties, the Magistrate could quite well deal with matters of this kind and dispose of them promptly and satisfactorily. During the last two sessions of the Supreme Court the time of the Chief Justice, the Attorney General, the Crown Solicitor and the jury, was occupied by no less than four such cases, the least being a charge of offering forty cents to an officer to release from custody an offender whom he was taking to the Police Station. As a matter of fact the Magistrate does, continually, deal with much more serious offences than the offering of petty bribes, and therefore he could quite properly be entrusted to dispose of matters of that kind. This Ordinance is intended to make the amendments in the schedule to Ordinance No. 10 of 1899, necessary to confer the requisite jurisdiction upon the Magistrate."

## REVIEWS.

*The Green Flag.* By A. CONAN DOYLE. George Bell & Sons, London.

In this volume are collected together thirteen stories by Dr. Conan Doyle which have appeared serially in recent years. The author has done good service in collecting them together, for some of his best work of late is contained in them. For instance, there is the tale of "The Croxley Master," in which Dr. Doyle, himself a well-known amateur of the ring, appears to great advantage. The fight between the doctor's assistant and the miser is really stirring. The story which gives its name to the book is a trifle melodramatic, but is vigorously written. "Captain Sharkey" contains three incidents in the life of a pirate and is among the best things in the book. All the stories, as the author explains, have this in common, that they concern themselves with war and sport, and they will be none the less welcome for that at the present time. Apart from the tales already mentioned, we like best "The Shipping Sal" and "The Three Correspondents," but there is so much variety in the book that those who do not find anything in it to interest them must be indeed hard to please. One tale, "The Crime of the Brigadier," has already appeared in the *Daily Press*.

*The Empire Makers.* By HUME NISBET. George Bell & Sons, London.

This extraordinary work is written, it appears from the Preface, with the object of furthering the Imperialist cause in the matter of South Africa. That this end can be obtained by the help of bad literature is possible, though we do not pretend to say how—and the author does not explain. The first half of the book deals mostly with the adventures of three young Englishmen in the Transvaal. President Kruger, of course, appears in a most repulsive light—the heroes look upon "an unmanly, brutal, and hog-like old man, with the ugliest face they had ever seen; with elephantine proportions and shapeless great feet, fitting out a grimace, crimson chair, while his fat coarse hands gripped the sides." Again, he is a "low-bred, stupid, and early beast, whose only qualities were vindictive hatred and ignorant, stupid conceit and arrogance," and he looks and acts "as if his proper place were among hot-carriers, not politicians." The Transvaal President may be a most undesirable man socially, but that fact should not be allowed to obscure the rules of good taste and truth. If Kruger were but the "beast" described, what must be the intelligence of those whom for so many years he had defeated by diplomacy? Mr. Hume Nisbet from the Transvaal wanders into a country beyond the dreams of Rider Haggard, where his heroes meet a race of Amazons; finally bringing them back to the Cape, to learn that, as "no human punishment can meet the case of Kruger," he "must be left to God." The mediation of Mr. Hume Nisbet hardly seems necessary here.

*Marcelle of the Latin Quarter.* By CLIVE HOLLAND. George Bell & Sons, London.

Paris is a simple and not unattractive story of the Quarter Latin, based, we gather, to a certain extent on facts, though this is not certain to the tale. Mr. Clive Holland seems to know his Paris well and he deals with its life with a light touch. To the story of Marcelle and her guardian the end is rather obvious—this guardian of fiction is wont to be so attractive—but for all that *Marcelle of the Latin Quarter* will be welcomed by many readers.

## LATEST STEAMER MOVEMENTS.

The N. P. steamer *Queen Adelaide* arrived at Tientsin from Hongkong and Japan on the 10th instant.

The "Ben" Line steamer *Barlemond*, from Antwerp and London, left Singapore on the 11th inst. for this port.

The O. & S. steamer *Pyrrhus* left Singapore at noon on the 12th inst. and is due in Hongkong on the 18th inst.

Sir Robert Finlay, the new Attorney-General, like most counsel with a large practice, knows what it is to receive a disconcerting reply from an apparently glib witness, and tells a good story against himself in illustration. He was engaged on a case for breach of warranty of a horse, the age of the animal being the chief matter in dispute, and had to cross-examine an outlier, a yoke, with every appearance of rascality. "Upon what authority do you swear to the age of the mare?" he asked. "I'm sure of it," was the reply. Half-a-dozen more questions failed to elicit from the witness any more specific answer. "But how do you know?" thundered Sir Robert at last. "I had it from the mare's own mouth!" replied the outlier.











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## SCIENTIFIC MISCELLANY.

HEAT-STROKE AND SUN-STROKE—WANDERERS  
FROM THE DEEP SEA—A MECHANICAL LIFE-  
RESTORER—A PISTON ENGINE WITHOUT A  
CRANK—MYSTERY OF BEQUELLED RAYS—  
RUSSIAN BRICKS—A USEFUL CEMENT—IN-  
CANDESCENT AIR FROM COMPRESSION—  
SIMPLIFIED LIVING PICTURES—A STRANGE  
IONIC FATUUS—EARLY PHASES—SEED  
GROWTH—SEEDING GREEN.

The discovery of a distinction between heat-  
stroke and sun-stroke is claimed by Dr. Mon-  
sieur, a French naval surgeon, who believes that  
a considerable saving of life should follow. Heat-  
stroke, he affirms, results from prolonged ex-  
posure of the whole body to moist or dry heat  
exceeding 105 deg. F., and its effects are due to  
the action of the superheated blood. Sun-stroke,  
instead of being caused by high temperature, is  
induced by chemical rays from intense sunlight  
falling on the cranium. It can occur only in  
the tropics, and the immunity of blacks is ex-  
plained by the fact that a dark skin or other  
dark substance almost completely stops the pas-  
sage of chemical rays.

The breeding of the common eel is one of the  
interesting questions settled by naturalists with-  
in the last few years. The young are not at all  
eel-like, and were called Leptocephali, says Prof.  
Ray Lankester, until ten or twelve years ago,  
when a specimen in an aquarium on the coast of  
Britany gradually developed into a conger eel.  
The first inference that the Leptocephali were  
abnormal eel progeny has now been proven to be  
erroneous, the various kinds having been  
shown to be the normal young of the various  
eels. The breeding phase has been traced finally  
to the sea, where the eggs are laid and hatched  
in depths as great as 500 fathoms.

Restoration to life after hours of apparent  
death is now known to be possible in cases of  
persons taken from the water or from suffoca-  
ting gases. In 1898 an apparently drowned boy  
of sixteen was resuscitated by tongue traction  
continued for three hours, and to make it  
easier to persist in life-saving effort for hours  
in similar cases, Dr. Laborde, a French physi-  
cian has devised a mechanical tongue-tractor,  
driven by an electric motor.

A Leyden jar on a balance is said to become  
perceptibly heavier on being charged, and  
Duda, a French physicist, finds that the  
apparent change in weight is smaller before  
rain, thus making it possible to predict the  
weather by a Leyden jar and a balance.

One of the most remarkable of the attempts  
at steam-engine improvement that have followed  
the advent of the steam turbine is the "crank-  
less" engine of Ljungstrom, a Swedish engi-  
neer. In this engine a pulley is mounted at  
one end of a shaft, and to the other end is  
attached a casting in the form of four radial  
cylinders, these cylinders revolving with the shaft  
in a closed chamber. Each cylinder is fitted with  
a hollow cylindrical piston, whose outer and  
inner surfaces are each provided with a series of  
teeth against a stationary elliptical track formed  
by the outside casing. The steam supply comes  
through a pipe entering the casing oppo-  
site the shaft, and is connected to the supply  
pipe by a stationary valve, which is a cylinder  
fitted into a hole in the centre of the rotating  
casing, and having two long slots, or ports  
connecting with the supply pipe and two con-  
necting with an exhaust pipe. Each of the four  
cylinders has a similar long slot at its inner end.  
As the pistons, following the elliptical track,  
move outward, steam enters through the valve  
and cylinder ports, and it passes out through the  
exhaust ports of the valve as the pistons are  
forced inward, the rotation being kept up by  
the side thrust of the pistons when forced by the  
steam pressure against the outward-going curves  
of the track. A governor inside the pulley acts  
on the steam supply, while moving a handle  
quickly reverses the engine by changing the  
radial position of the valve ports and per-  
mitting steam to enter the cylinders when the  
pistons are moving inward. This engine is  
comparable with the steam turbine in its extra-  
ordinary power and efficiency, and its small  
size.

How to account for the rays emitted by ra-  
dium in the dark has been a puzzle to physicists,  
for it could not be supposed that any substance  
could emit radiations having energy without  
loss of weight or the introduction of work from  
an outside source. The solution of the problem  
now offered is scarcely less bewildering. The  
quantity of this energy has been measured, and  
Becquerel calculates that it could be accounted  
for by assuming a loss of material of one milli-  
gram per square centimeter in a thousand  
million years—that is the consumption of a  
tenth of a grain on a square inch in 10,000,000  
centuries would keep alive this mysterious ac-  
tivity!

## NOT BEYOND HOPE.

Those who have suffered year after year with  
Rheumatism will be glad to hear of a remedy  
that has proved an absolute specific. There are  
no conditions of Rheumatism, no matter how  
severe nor from what cause, that cannot  
immediately be relieved and permanently cured  
by Little's Oriental Balm. People who have  
tried a hundred remedies, Unaniams and doctors  
are apt to believe that there is no such  
thing as a cure for Rheumatism. They have  
been disappointed so many times that another  
trial seems almost useless. To all such we say,  
try Little's Oriental Balm faithfully and patient-  
ly and you will soon rejoice at the return of your  
precious health. Many a person was cured  
through Little's Oriental Balm by the use of a  
single bottle, others have used from 3 to 6 bottles  
to obtain the same result. In only very rare and  
exceptionally obstinate cases were more than 6  
bottles necessary. Sold at Re. 1 per bottle.  
Agents for Hongkong—THE VICTORIA  
DISPENSARY, LD.

It is pointed out that a small bronze-green  
humming-bird of the island of St. Vincent has  
not been seen since the West Indian hurricane  
of September, 1893, and it is asked whether the  
storm has completely exterminated this species.

A novel and rapid process of making bricks,  
the invention of W. Ochowsky, a Russian en-  
gineer, is being worked at Coswig, Germany.  
Varying proportions of slacked lime, ranging  
from 4 to 10 per cent. of the total mixture,  
are used with sand, and the mixture is  
pressed into bricks. These are exposed in a  
closed chamber for 12 hours to steam at a pres-  
sure of 100 pounds per square inch. The  
finished bricks, which are porous and absorb 13  
per cent. of their volume of water on immersion,  
have a specific gravity of 1.88 and a crushing  
strength of 220 tons per square foot.

This is a German method of making "Shio  
Liao," a famous cement used by the Chinese to  
unite gypsum, porcelain, marble, stones and  
stone-work. The materials are 54 parts of  
slacked powdered lime, 5 parts of powdered  
alum, and 40 parts of fresh, well-strained blood;  
and these are stirred until a well-mixed mass of  
the consistency of somewhat stiff clay is ob-  
tained. When sufficiently thinned, this cement  
becomes a durable waterproof paint of varied  
uses. Two or three coats make cardboard  
covers as hard as wood. It may be used for painting  
houses, and it gives barrels an oil-tight glaze.

It appears from an observation by Heise that  
even flameless explosives may set fire to gases  
in mines. A compression of 200 atmospheres  
would raise the temperature of air to 1,060 deg.  
C., and as explosives in bore holes can exert a  
pressure of 6,000 to 8,000 atmospheres, the heat  
of compression would be quite sufficient to ignite  
inflammable gases in the neighborhood. A  
photograph described by Oscar Guttman is  
held to confirm this theory. It shows a flash  
at the meeting point of the explosive waves from  
two simultaneously fired safety cartridges, proving  
that the air was so heated by compression  
as to become luminous.

In the Kammata photograph, nearly 600 pictures  
are taken on a plate 12-inches in diameter, the  
turning of a handle causing a slow rotary and  
lateral motion, with the necessary stop for ex-  
posure at every fourteenth second. The pictures,  
thus impressed in a spiral, combine in an "un-  
interrupted photograph" when a positive plate is  
passed through the camera in front of a lantern.

A curious sign of things seems to have ap-  
peared suddenly about twenty years ago near Ber-  
muda in the Italian Alps, and to have been seen  
about night since. Dr. A. Battandier describes  
it as a flame, usually white, but sometimes  
coloured, sometimes appearing and occasionally multi-  
plied. It moves at varying heights up to 25 feet,  
sometimes advancing by leaps, often stopping  
abruptly, sometimes disappearing, then lighting  
up the country for a long distance. Its nightly  
visitations may last several hours. It flies from  
man, but is not affected by wind, rain or snow.  
Carlo Fontani, a late investigator, finds that  
four explanations have been given. The inhabi-  
tants see in the flames the visible souls of the  
departed, others assert that the peasants are to-  
gether victims of hallucination, a third theory  
is that the phenomenon is a "will-o'-the-wisp"  
due to marsh-gas, and the last view is that it is  
due to "St. Elmo's fire" or electrical brush-  
discharge. While the third theory is possible,  
an objection to the regularity of the apparition  
and its sudden advent twenty years ago.

The first bubonic plague of which we have  
authentic record is placed by two physicians of  
New South Wales in the year 1141 B.C., or  
more than eight centuries earlier than the date  
usually assigned. It is concluded that the  
epidemic described in the First Book of Samuel  
was true bubonic plague.

In his studies of slow motions, Prof. Chas. S.  
Slichter, by means of kinetoscope pictures, has  
so magnified the motions that the growth of  
seedling peas and beans during three weeks is  
shown in a few seconds. The plants were  
photographed on the kinetoscope film by artificial  
light at intervals of a few minutes to a few  
hours during the three weeks. On projecting  
the pictures upon the screen at the usual rate,  
the motion of growth was magnified about  
500,000 times, and the different rates of develop-  
ment of the various parts were brought out  
very clearly. Among the striking results was  
the curious behavior of a pea struggling to  
enter impenetrable soil, the root curving and  
writhing much like an angle worm, while the  
pea was rolled about very grotesquely.

A case of green vision, everything seen ap-  
pearing to be green in colour, has been brought  
before the British Ophthalmological Society by  
H. W. Dodd, and records have been found of  
thirteen other cases. The condition was not  
one peculiar to age or sex, and it was not due to  
errors of refraction. Its existence does not  
appear to have been explained. In at least  
seven of the cases the general health was notice-  
ably impaired, and in ten of the patients there  
were eye defects—mostly connected with the  
optic nerve and retina.

## SPECIAL ARTICLES.

Now appearing weekly in the  
Hongkong Daily Press,

Series of Special Articles, entitled,  
"THE NAVY AND THE EMPIRE,"

by  
W. LAIRD CLOWES  
(Author of "The Royal Navy," &c.)

The Writer is a well-known authority  
on Naval Affairs and the articles will con-  
sequently be read with special interest at this  
period.

The two following heads remain to be dealt  
with—  
THE WEAPONS OF THE NAVY.  
THE FUTURE OF THE NAVY.  
Hongkong, 3rd June, 1900.



**Lanoline**  
Natural Toilet Preparations.  
Toilet "Lanoline" in collapsible tubes,  
Makes rough skin smooth, and protects delicate  
complexions from acid and sun.  
"Lanoline" Toilet Soap  
Never irritates; cleanses and keeps the skin supple.  
Wholesale Depot—67, HORNBY STREET, LONDON.

## NOTICES TO CONSIGNEES

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"MENELAUS,"  
are hereby notified that the Cargo is being dis-  
charged into Craft, and/or landed at the Go-  
downs of the Hongkong and Kowloon Wharf  
and Godown Company; in both cases it will lie  
at Consignees' risk. The Cargo will be ready  
for delivery from Craft or Godown on or after the  
7th inst.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
Goods undelivered after the 14th instant will  
be subject to rent. All damaged Goods must be  
left in the Godowns, where they will be ex-  
amined at 11 A.M. on the 19th instant.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 7th June, 1900.

## NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO, AND  
STRAITS.

THE P. & O. S. N. Co.'s Steamship

"BENGAL."

Consignees of Cargo by the above-named  
vessel are hereby informed that their goods  
are being landed and placed at their risk in  
the Hongkong and Kowloon Wharf and Go-  
down Company's Godowns at Kowloon, where  
each consignment will be sorted out Mark by  
Mark and delivery can be obtained as soon as  
the goods are landed.

This vessel brings on Cargo—  
From London, &c., ex s.s. *Peninsular* and  
*Sobran*.  
From Malta, ex s.s. *Borneo*.  
From Persia Gulf, ex s.s. *Kilwa* and *Aspic*.  
From Zanzibar, &c., ex s.s. *Gao* and *Nawaga*.  
Optional goods will be landed here unless  
instructions are given to the contrary before  
5 P.M. TO-DAY.

Goods not cleared by the 14th inst. at 4 P.M.,  
will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the vessel's arrival here, after which  
no claims will be recognized.

A. M. MARSHALL,  
Acting Superintendent.

Hongkong, 7th June, 1900.

FROM HAMBURG, PENANG, AND  
SINGAPORE.

THE H.A.L. Steamship

"SILESIA."

Captain Behrens, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Underigned, and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 3 P.M.  
TO-DAY.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after 18th instant, will be subject to  
rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 18th inst. at 3 P.M.

No Fire Insurance has been effected.  
SIEMSEN & CO.,  
Agents.

Hongkong, 9th June, 1900.

THE CHINA MUTUAL STEAM NAVI-  
GATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND BIRKENHEAD.

THE Company's Steamship

"PAKLING"

having arrived from the above ports, Consignees  
of Cargo are hereby informed that their goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the goods  
are landed.

Goods not cleared by the 13th inst. at Noon  
will be subject to rent.

All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the vessel's arrival here, after which  
no claims will be recognized.

Optional goods will be landed here unless  
instructions are given to the contrary before  
Noon TO-DAY.

JARD



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via PORTS OF CALL	CLYDE	Brit. str.	11	E. Street	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON VIA SUEZ CANAL	ADAMENNON	Brit. str.	11	Niah	BUTTERFIELD & SWIRE	To-day.
LONDON VIA SUEZ CANAL	ANTONOR	Brit. str.	11	M. H. F. Jackson	BUTTERFIELD & SWIRE	On 26th inst.
LONDON VIA SUEZ CANAL	MENELAUS	Brit. str.	11	Towell	BUTTERFIELD & SWIRE	On 10th July.
LONDON VIA MANILA	CHINGWONG	Brit. str.	11	H. Harris	JANDINE, MATHESON & CO.	On 20th inst.
LIVERPOOL DIRECT	DIOMED	Brit. str.	11	Goodwin	BUTTERFIELD & SWIRE	To-morrow.
BREMEN, via PORTS OF CALL	SACHSEN	Ger. str.	11	Duchateau	MESSAGERIES MARITIMES	On 18th inst., at 1 p.m.
MARSEILLES, &c, via PORTS OF CALL	INDUS	Jap. str.	11	W. Bainbridge	NIPPON YUSEN KAISHA	On 29th inst., at Daylight.
MARSEILLES & LONDON	INABA MARU	Brit. str.	11	T. H. Hild, R.N.R.	P. & O. S. N. Co.	On or about 15th inst.
HAYRE & HAMBURG	SAMBA	Ger. str.	11	G. Schmitt	CARLOWITZ & CO.	On or about 2nd July.
HAYRE & HAMBURG	WITTENBERG	Ger. str.	11	Hempel	CARLOWITZ & CO.	On or about 17th July.
HAYRE & HAMBURG	SAVOIA	Ger. str.	11	Jäger	CARLOWITZ & CO.	On or about 31st July.
HAYRE & HAMBURG	SILEZIA	Ger. str.	11	Behrens	CARLOWITZ & CO.	On or about 30th Aug.
NEW YORK VIA SUEZ CANAL	ADAMENNON	Brit. str.	11	Ostermann	CARLOWITZ & CO.	On or about 24th July.
NEW YORK VIA SUEZ CANAL	ACARA	Brit. str.	11	Petersen	SEWAN, TOMES & CO.	On or about 6th July.
NEW YORK VIA SUEZ CANAL	ETRICONDALE	Brit. str.	11	Dodwell & Co., Limited	SEWAN, TOMES & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	J. B. WALKER	Amr. ship.	11	Wallace	SEWAN, TOMES & CO.	On 3rd July.
VICTORIA, B.C., & TACOMA	GLENGOIE	Brit. str.	11	W. Frakes	CANADIAN PACIFIC R. CO.	On 27th inst.
PORTLAND, OREGON, &c	EMPRESS OF INDIA	Brit. str.	11	O. P. Marshall, R.N.R.	DODWELL & CO., LIMITED	On 30th inst.
SAN FRANCISCO VIA SHANGHAI, &c	ARGYL	Brit. str.	11	S. Thomson	PACIFIC MAIL S. S. CO.	On 18th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c	CITY OF PEKING	Amr. str.	11		P. & O. S. N. Co.	On 26th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c	COTIC	Brit. str.	11		BUTTERFIELD & SWIRE	On or about 30th inst.
SAN DIEGO, &c, via KOBE, &c	AMERICA MARU	Jap. str.	11	J. Thom	NIPPON YUSEN KAISHA	On 29th inst., at 4 p.m.
AUSTRALIAN PORTS	ETRICONDALE	Brit. str.	11	Holms	GIDD, LIVINGSTON & CO.	On 21st inst., at 5 p.m.
YOKOHAMA, KOBÉ & YOKOHAMA	ROSETTA	Brit. str.	11	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On or about 23rd inst.
YOKOHAMA, KOBÉ & YOKOHAMA	TRISTE	Amr. str.	11	R. Mitis	SANDER, WIELER & CO.	On 16th inst., P.M.
YOKOHAMA, KOBÉ & YOKOHAMA	SILEZIA	Ger. str.	11	Behrens	SEWAN, TOMES & CO.	To-day, at 5 p.m.
YOKOHAMA, KOBÉ & YOKOHAMA	YAWATA MARU	Jap. str.	11	A. E. Moses	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
YOKOHAMA, KOBÉ & YOKOHAMA	KAGASHIMA MARU	Jap. str.	11	R. Nunn	NIPPON YUSEN KAISHA	On or about 17th inst.
YOKOHAMA, KOBÉ & YOKOHAMA	SYDNEY	Brit. str.	11	M. Takahashi	MESSAGERIES MARITIMES	On 19th inst., at 4 p.m.
YOKOHAMA, KOBÉ & YOKOHAMA	YAWATA MARU	Jap. str.	11	E. N. Tildard, R.N.R.	P. & O. S. N. Co.	On or about 23rd inst.
YOKOHAMA, KOBÉ & YOKOHAMA	VALETTA	Brit. str.	11	Carnaghan	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, KOBÉ & YOKOHAMA	SHANGHAI	Brit. str.	11	Davis	DOUGLAS LAFAIR & CO.	To-day, at 10 a.m.
YOKOHAMA, KOBÉ & YOKOHAMA	AMONG	Jap. str.	11	I. Sato	MITSUBI BUSSAN KAISHA	On 27th inst., at Daylight.
YOKOHAMA, KOBÉ & YOKOHAMA	AMONG	Jap. str.	11	H. Nagata	MITSUBI BUSSAN KAISHA	On 17th inst., at Daylight.
YOKOHAMA, KOBÉ & YOKOHAMA	SHANTUNG	Brit. str.	11	Quail	BUTTERFIELD & SWIRE	On 18th inst., at 5 p.m.
YOKOHAMA, KOBÉ & YOKOHAMA	LOONGSANG	Brit. str.	11	Almond	SEWAN, TOMES & CO.	On 18th inst., at 4 p.m.
YOKOHAMA, KOBÉ & YOKOHAMA	SUNGKIAN	Brit. str.	11	Wigall	BUTTERFIELD & SWIRE	On 18th inst., at 4 p.m.
YOKOHAMA, KOBÉ & YOKOHAMA	ESERALDA	Brit. str.	11	Moore	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
YOKOHAMA, KOBÉ & YOKOHAMA	ESERALDA	Brit. str.	11	Blaxland	SEWAN, TOMES & CO.	On 22nd inst., at Noon.
YOKOHAMA, KOBÉ & YOKOHAMA	ESERALDA	Brit. str.	11	S. Tsuji	NIPPON YUSEN KAISHA	

## SHIPPING.

**ARRIVALS.**  
June 11, HOLSTEIN, German str., 985, M. Ipland, Saigon 7th June, Rice—Jensen & Co.  
June 12, BAYERN, German steamer, 3,128, H. Blocker, Hamburg 7th June, Mail and General—Melchers & Co.  
June 12, DRUMMOND, British str., 1,205, Chubb, Shanghai 8th June, General—Dodwell & Co., Limited.  
June 12, HAINAN, British str., 630, W. Davis, Swatow 11th June, General—Douglas Lafair & Co.  
June 12, DON JUAN DE AUSTRIA, Amr. g-b, from Canton.  
June 12, SACHSEN, German steamer, 3,118, G. Danneemann, Yokohama 2nd June, Mail and General—Melchers & Co.  
June 12, SHANTUNG, British str., 1,335, A. W. Sales, Hongay 9th June, Coal—Butterfield & Swire.  
June 12, LOONGSANG, British str., 1,080, Wigall, Helle 8th June, Sugar—Jandine, Matheson & Co.

## CLEARANCES.

At the Harbour Master's Office.  
P. C. Kiao, British str., for Bangkok.  
Gisela, Italian str., for Singapore and Bombay.  
Wonghai, British str., for Swatow.  
Drummond, British str., for Singapore.  
Hatching, British str., for Swatow.

## DEPARTURES.

June 11, LINNET, British str., for Weihaiwei.  
June 12, MANCHURIA, Brit. str., for P. Arthur.  
June 12, BENLARIA, British str., for London.  
June 12, SABINA, German str., for Hamburg.  
June 12, HAILAN, French str., for Hainan.  
June 12, SHANTUNG, German str., for Saigon.  
June 12, LYONCOON, German str., for Shanghai.  
June 12, HANGCHOW, British str., for Canton.  
June 12, DEWANGONG, Brit. str., for Bangkok.  
June 12, YUNGANG, British str., for Manila.  
June 12, YATTO MARU, Jap. str., for Chiofo.  
June 12, FIVE WO, British str., for Singapore.  
June 12, PRONTO, German str., for Chiofo.  
June 12, CAUSANO, British str., for Sandakan.  
June 12, MARTON, British str., for Swatow.  
June 12, C. APCAR, British str., for Calcutta.  
June 12, BAYERN, German str., for Shanghai.  
June 12, HAICHING, British str., for Swatow.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—Goodwin.  
KOWLOON DOCKS.—U.S.S. Monterey, W. H. Smith, U.S.S. Oregon, Changsha, Kutsang, Hainan, Freiburg.  
COSMOPOLITAN DOCK.—Independent, Coptic, Fatahan.

## SHIPPING REPORTS.

The British steamer Hainan, from Swatow 11th June, had strong S.W. winds, equally with heavy rain and overcast sky, smooth sea.  
The British steamer Loongsang, from Helle 8th June, had moderate northerly winds; approaching Hongkong S.W. wind with rain. Passed two steam launches, one towing the other, bound for Manila, in lat. 20 N., long. 118.30 E.

## VESSELS PASSED ANJER.

May 10, Dutch str., Solo, Engelman, May 10, from Batavia for Rotterdam.  
May 13, Dutch str., Sindoro, Sikemier, April 7, from Rotterdam for Batavia.  
May 16, Dutch str., Frias Hendrik, Droog-lever, May 16, from Batavia for Amsterdam.  
May 19, British str., Carmarthenshire, from Hongkong for Christmas Island in ballast.  
May 22, Dutch str., Prins Alexander, Duinker, April 14, from Amsterdam for Batavia.  
May 22, Danish bark, Thora, Thomson, from the East.  
May 24, Italian bark, Laghetto, Chiatello, Jan. 12, from Savannah for Anjer.  
May 24, British str., Annie, Graht, from Colombo.  
May 24, man-of-war, Europe, Painter, May 24, from Batavia.  
May 25, British 4-m. bark, Pyronis, Bryce, Feb. 26, from New York for Shanghai.  
May 27, Dutch bark, Nil Desperandum, Mulder, from Batavia for Amsterdam.  
May 27, British str., Duke of Argyll, Cundy, April 27, from London for Batavia.  
May 30, Dutch str., Merapi, De Boer, April 21, from Rotterdam for Batavia.  
May 30, British str., Duke of Sutherland, Colter, May 30, from Batavia for London.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:  
ARNER COONAN, Amr. ship, Colored.—Order

## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship  
"AGAMENNON,"  
Captain Niah, will be despatched as above TO-DAY, the 13th inst.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 12th June, 1900. 1359

## OCEAN STEAMSHIP COMPANY.

## FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON rates.)  
THE Company's Steamship  
"DIOMED,"  
Captain Goodwin, will be despatched as above TO-MORROW, the 14th inst.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 12th June, 1900. 1308

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI.

THE Company's Steamship  
"SHANSI,"  
Captain Carnaghan, will be despatched as above TO-MORROW, the 14th inst.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 12th June, 1900. 1723

## THE OSAKA SHOSEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship  
"TAMSUI MARU,"  
Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 17th inst., at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUBI BUSSAN KAISHA,  
Agents.  
Hongkong, 11th June, 1900. 114

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANÇAIS.

## FOR SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA.

THE Company's Steamship  
"SYDNEY,"  
Captain Aubert, will be despatched as above on or about SUNDAY, the 17th inst.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 12th June, 1900. 12

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
"SUNGKIANG,"  
Captain Moore, will be despatched as above on MONDAY, the 18th inst., at 4 p.m.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 12th June, 1900. 1720

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA DIRECT.

THE Company's Steamship  
"MENMUIR,"  
Captain Almond, will be despatched as above on MONDAY, the 18th inst., at 5 p.m.  
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.  
A doctor is carried.  
For Freight or Passage, apply to  
SEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 9th June, 1900. 1705

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
GLENGOIE	3,750	W. Frakes	July 3	ARGYLL	2,807	W. S. Thomson	June 30
QUEEN ADELIA	2,832	F. McNair	July 25	MONSHIRE	2,374	J. Kennedy	Aug. 4
DUKE OF FIFE	3,321	J. S. Cox	July 28	BRANMAR	3,601	W. Watt	Aug. 25
VICTORIA	3,502	J. Fulton	Aug.				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.  
Excellent accommodation. First class Table. Doctor and STEWARDESSE carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.  
HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 228.  
The best route to the KODIAC GOLD FIELDS. Frequent sailings from VICTORIA. TACOMA and PORTLAND to DYER and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, 265 10s. 0d.  
This route covers the ocean voyage to TACOMA or PORTLAND and back. Railway from TACOMA or PORTLAND to CINNABAR and return. Sleeping and Dining Car accommodation. Tacoma or Portland to Livingston and return, and Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rate of Passage to other Points on application.  
4 Special rates allowed to members of Government Services.  
Special rates allowed to members of Government Services.  
For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED,  
General Agents.  
Hongkong, 24th May, 1900. 110

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

## PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

## LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
SACHSEN	14th June	24th June
OLDENBERG	THURSDAY	12th July
BAYERN	THURSDAY	26th July
STUTTGART	THURSDAY	9th August
KONIG ALBERT	THURSDAY	23rd August
WEIMAR	THURSDAY	6th September
PRINZ HEINRICH	THURSDAY	30th September
PREUSSEN	THURSDAY	14th October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	31st October
SACHSEN	WEDNESDAY	14th November
OLDENBERG	WEDNESDAY	28th November
STUTTGART	WEDNESDAY	

ON THURSDAY, the 14th day of June, 1900, at Noon, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain G. Danneemann, with, MAILES, PASSENCEES, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on Tuesday, the 12th June. Cargo and Specie will be received on board till 5 P.M. on WEDNESDAY, the 13th June, and parcels will be received at the Agency's Office till Noon on WEDNESDAY, the 13th June.

Consignment of Packing is required. No Parcel Receipts will be signed for less than \$2.50 and parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Lines can be booked on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELCHERS & CO.,  
AGENTS.  
Hongkong, 31st May 1900. 18

## VESSELS ON THE BERTH

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

(FREIGHT SERVICE). (FREIGHT SERVICE).  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARMENIA	NEW YORK (via Suez Canal)	About 30th June Freight.
SAMBA	HAYRE and HAMBURG (London with transshipment in Hamburg)	About 2nd July Freight.
WITTENBERG	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 17th July Freight.
SAVOIA	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 31st July Freight and Passage.
SILEZIA	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 8th Aug. Freight and Passage.

\* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to  
CARLOWITZ & CO.,  
AGENTS.

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.  
Hongkong, 13th June, 1900. 113

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	MOJI, KOBÉ and YOKOHAMA	TUESDAY, 19th June, at DAYLIGHT.
MIKAWA MARU	SHANGHAI, CHEMULPO and NAGASAKI	TUESDAY, 19th June, at 4 P.M.
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 22nd June, at Noon.
YAWATA MARU	NAGASAKI, KOBÉ and YOKO.	SATURDAY, 23rd June, at Noon.
INABA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE	FRIDAY, 29th June, at DAYLIGHT.
ETRICONDALE	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.	FRIDAY, 29th June, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chester Road.

A. S. MIHARA, Manager.  
Hongkong, 28th May, 1900. 112

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES AND LONDON	SOCOTRA	About 15th June	Freight.
LONDON, &c.	CLYDE	Noon, 23rd June	See Special Advertisement.
SHANGHAI	VALETTA	About 23rd June	Freight or Passage.
YOKOHAMA via NA- GASAKI & KOBÉ	ROSETTA	About 23rd June	Freight or Passage. (Passing through the Inland Sea.)

For Further Particulars, apply to  
A. M. MARSHALL, Acting Superintendent.  
Hongkong, 27th March, 1900. 11

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

## THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)  
"EMPRESS OF INDIA." Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th June, 1900.  
"EMPRESS OF JAPAN." Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th July, 1900.  
"EMPRESS OF CHINA." Comdr. R. Archibald, R.N.R. WEDNESDAY,



## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY, SAMARANG &amp; SOERABAYA.

THE Company's Steamship

"SHANTUNG."

Captain Quill, will be despatched on above on FRIDAY, the 15th inst.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 28th May, 1900. [1589]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE."

Captain B. Miti, will leave for the above places on SATURDAY, the 16th inst. p.m.

For Freight or Passage, apply to SANDER, WILDER &amp; CO., Agents.

Hongkong, 12th June, 1900. [6]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OCEANIC ROUTE, THROUGH THE PANAMA CANAL, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Cebu, Nagasaki, Kobe, and Yokohama, Tuesday, June 19, at Noon.

Gatun (via Shanghai), Nagasaki, Kobe, and Yokohama, Saturday, July 14, at Noon.

Dante (via Shanghai, Nagasaki, Kobe, and Yokohama), Tuesday, Aug. 7, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 19th June, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and sent to the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 2nd May, 1900. [4]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA MANILA.

THE Company's Steamship

"ORINDO."

H. Harris, Commander, will be despatched on above on WEDNESDAY, the 20th inst.

For Freight, apply to JARDINE, MATHESON &amp; CO., Agents.

Hongkong, 7th June, 1900. [1695]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Callaghter, Tinsley, Post, Darwin, and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &amp;c.)

THE Steamship

"AUSTRALIAN."

Captain Heams, will be despatched for the above ports on THURSDAY, the 21st inst. at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Surgeon and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 6th June, 1900. [1698]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ARMENIA."

Captain Ostermann, will be despatched for the above port on or about 28th June.

For Freight, apply to CARLOWITZ &amp; CO., Agents.

Hongkong, 24th May, 1900. [1420]

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITER, RANEA AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 12th June, 1900, at 5 P.M., the Company's Steamship "INDUS" Captain Daclaux, with Mails, Passengers, Specie, and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S. S. Polynesia, which vessel takes on her the 20th June direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit, through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 17th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th June, 1900. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CLYDE."

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 23rd June, 1900, at Noon, taking passengers and cargo for the above ports, and for London, &amp;c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 11th June, 1900. [1]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, and Yokohama), Tuesday, July 10, at Noon.

Orika (via Shanghai, Nagasaki, Kobe, and Yokohama), Tuesday, July 31, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, and Yokohama), Saturday, Aug. 25, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, ON THURSDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 4th June, 1900. [5]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "THYRA" About 30th June.

S.S. "ENERGIA" About 31st July.

S.S. "CARLEIGH CITY" About 15th Sept.

The Steamship "THYRA" will be despatched for SAN DIEGO AND SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA AND HONOLULU on or about 30th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 11th June, 1900. [14]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ETTERICKDALE."

will be despatched for the above port on or about the 28th July, and the

Steamship

"SIKI."

on or about the 13th July. They will be followed by the

Steamship

"AFGHANISTAN."

For Freight, apply to DODWELL &amp; CO., Agents.

Hongkong, 12th June, 1900. [164]

## VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 26, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at Noon.

THE Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 26th June, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 4th June, 1900. [5]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR."

Captain M. H. P. Jackson, will be despatched on above on TUESDAY, the 26th June.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 18th May, 1900. [1617]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain T. Sato, will be despatched for the above ports on WEDNESDAY, the 27th inst. at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th June, 1900. [1443]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROE. M. SLOMAN &amp; CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA."

Capt. Petersen, will be despatched for the above port on or about 24th July.

For Freight, apply to CARLOWITZ &amp; CO., Agents.

Hongkong, 30th May, 1900. [1617]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LYO-COCHINA STRAITS NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to DODWELL &amp; CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

HONGKONG STEAMERS.

Agamemnon, British str., 4,401, Nish, June 11.

Butterfield &amp; Swire.

Anping Maru, Jap. str., 1,053, Sato, June 9.

Mitsui Bussan Kaisha.

Awa Maru, Jap. str., 8,812, Tsuru, June 11.

Nippon Yusen Kaisha.

Beaver, British str., 1,467, Potter, June 8.

Gibb, Livingston &amp; Co.

Bruemar, British str., 2,316, Watt, June 4.

Dodwell &amp; Co., Limited.

Changshai, British str., 1,463, Moore, May 29.

Butterfield &amp; Swire.

Clara, German steamer, 675, Hansen, June 11.

Jelsson &amp; Co.

Coptic, British steamer, 2,744, Rindler, June 8.

O. &amp; O. B. Co.

Diamond, British str., 3,500, Goodwin, June 11.

Butterfield &amp; Swire.

Drummond, British str., 1,265, Chubb, June 12.

Dodwell &amp; Co., Limited.

Freiburg, German str., 3,870, Prosch, June 1.

Fushan, Chinese steamer, 1,504, Lum, June 6.

Siemens &amp; Co.

Giesse, Austrian steamer, 2,640, Moser, June 8.

Sander, Wieler &amp; Co.

Goodwin, British str., 2,832, Jackson, June 4.

Dodwell &amp; Co., Limited.

Hainan, British steamer, 636, Davis, June 12.

Douglas Laprak &amp; Co.

Hainan, German steamer, 648, Clausen, June 2.

Siemens &amp; Co.

Hermes, Norwegian str., 849, Jansson, June 8.

Jardine, Matheson &amp; Co.

Hainan, British str., 1,418, Lake, June 6.

Jardine, Matheson &amp; Co.

Holbo, French steamer, 507, Godman, June 11.

A. R. Marty.

Holstein, German str., 985, Ipland, June 11.

Jelsson &amp; Co.

Hongkong, French str., 562, Pannier, June 11.

A. R. Marty.

Hus, French steamer, 704, Morles, June 11.

Independent, Ger. str., 871, Holtz, April 12.

Sander, Wieler &amp; Co.

Keongwai, British str., 1,115, Groves, June 11.

Butterfield &amp; Swire.

Kutwang, British str., 1,495, Bradley, June 11.

Jardine, Matheson &amp; Co.

Loongwang, British str., 1,080, Weigall, June 13.

Jardine, Matheson &amp; Co.

Loosel, German str., 1,020, Jackson, June 8.

Chinese.

Miles, German steamer, 1,694, Hille, June 10.

Order.

Mongkut, German str., 859, Barkons, June 9.

Chinese.

Progress, Ger. str., 697, Brandt, June 11.

Siemens &amp; Co.

Sachsen, Ger. str., 3,118, Dannemann, June 12.

Melchers &amp; Co.

St. Andrews, New str., 1,972, Horgen, June 9.

Arnhold, Karberg &amp; Co.

Sandakan, German str., 1,374, Mahlo, June 4.

Melchers &amp; Co.

Shantung, British str., 1,835, Sailer, June 12.

Butterfield &amp; Swire.

Silesia, German str., 3,148, Dahrens, June 8.

Siemens &amp; Co.

Taiwan Maru, Jap. str., 1,432, Mikuni, June 10.

M. B. Kaisha.

Victoria, Swedish str., 1,491, Hesseling, June 10.

Chinese.

Wongkai, British steamer, 1,113, Pigot, June 6.

Butterfield &amp; Swire.

Abney Colborn, Amr. ship, 1,973, Colborn, May 14.

Clive.



**JOINT STOCK SHARES.**

HONGKONG, 12th June.

CHINA COAST METEOROLOGICAL  
REGISTER, 11th JUNE. P.M.

STOCKS.	No. of SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. & 10/- bonus at 1/11/12 = \$25.534 for 2nd half year '99	\$18 p. ct. pr. = \$522.30 (sellers)
Bank of China & Japan, Ltd.	100,875	48	48	None	41
Do. Deferred	1,450	41	41	2 3/4 for 1899	43.5, etc.
National Bank of China, Ltd.	10,970 A	410	410	2 3/4 at 1/11 = \$13.96 '99	\$27, sales and buyers
Do. Founders' Shares	770 shares.	41	41	None	\$20
MARINE INSURANCE.					
Union Ins. Society, Ltd.	20,000	\$20	\$20	30 p. ct. = \$18 for 1898	\$260, buyers
China Traders Ins. Co., Ltd.	10,000	\$63.36	\$20	10 p. ct. for year end 30/4/99	\$50, sales and buyers
North China Ins. Co., Ltd.	5,000	\$100	425	10 p. ct. for 1899	The 10s
Yankee Ins. Assocn., Ltd.	8,800	\$21.9	\$20	20-10 p. ct. for 1897	\$121, sellers
Canton Insur. Office, Ltd.	10,000	\$250	\$50	\$11 for 1898	\$180, buyers
Strait Insurance Co., Ltd.	30,000	\$100	\$20	5 per cent. for 1895	90 cents, buyers
FIRE INSURANCE.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$200	\$50	\$27 for 1899	\$205, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$6 for 1898	\$79, sales and buyers
SHIPPING.					
Hongkong, Canton and Macao S. S. Co., Ltd.	80,000	\$15	\$15	\$1.80 for half year ended 31-12-99	\$315, sales
Indo-China S. S. Co., Ltd.	60,000	\$10	410	\$30 & 2 p. ct. bonus for 1899	\$97, sales
China & Manilla S. S. Co., Ltd.	4,000	\$50	\$30	20 per cent. for 1899	\$5, old etc.
	14,000	\$50	\$10	ex old Capital	15 1/2, sales new issue
Douglas Steamship Co., Ltd.	20,000	\$50	\$30	12 per cent. for year ending 30/9/93	\$49, sellers
China Mutual S. M. Co., Limited, Preference	20,000	410	410	Final of 5 p. ct. = 5 p. ct. for year ending 31-12-99	\$210, etc.
Do. Ordinary	20,000	410	410	10 p. ct. & bonus of 5 p. on Ord. account '99	\$10, etc.
Do. Do.	20,000	410	410	\$10.05 = 12 p. ct. for year ended 30/4/00	\$5, sales and sellers
Star Ferry Co., Limited	10,000	\$10	\$10	Final of 5 p. ct. = 8 p. ct. for 1899	\$310, sales
Shell Transport & Trading Co., Limited	18,600	\$100	\$100		
REFINERIES.					
China Sugar Refining Com- pany, Limited	20,000	\$100	\$100	Final of 35/- for '99 taken out of Equali- Fund	\$125, sellers
Luzon Sugar Refng. Co., Ltd.	7,900	\$100	\$100	\$3 for 1897	\$26
MINING.					
Punjom Mining Co., Ltd.	60,000	\$8	\$7	None	\$6.10, buyers
Do. Preference	30,000	\$1	\$1		\$1.30
Société Fran. des Char- bonnages du Tonkin	10,000	Fr. 50	Fr. 25	None	\$200, sellers
Cebu Mines, Limited	400,000	25 cts.	25 cts.	None	18 cents
Johnson Mining and Fur- ding Company, Ltd.	45,000	\$5	\$5	31 7/4 (coupon 9)	\$122.5
Raub Australian Gold Mining Co., Limited	200,000	21	10/10	11 w'ing 51 cts., 10th div. on 15/1/00	\$58, buyers
Olivers Freehold Mines, Limited	A 15,000	\$5	\$5	None	\$34
	B 45,000	\$5	\$44		\$3
Great Eastern and Mal- acca Mining Co., Ltd.	14,000	\$4	\$3	First year	50 cents
Do. Preference	70,000	\$1	\$1		40 cents
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	3 p. ct. & 12 p. ct. bonus for year ended 31-12-99	\$15 p. ct. pr. = \$768.75 (sales and buyers)
Hongkong and Kowloon Wharf and G. Co., Ltd.	20,000	\$50	\$50	Final of 5 p. ct. = 10 p. ct. for 1899	\$98 1/2, buyers
Wharfe Warehouse and Storage Co., Ltd.	2,600	\$100	\$37 1/2	Final of 1899 = 53/- for 1899	\$54 1/2, buyers
New Amoy Dock Co., Ltd.	6,000	\$61	\$61	22 per cent. for 1899	\$22, buyers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Invest- ment & Agency Co., Ltd.	50,000	\$100	\$50	Final of \$3 1/2 = \$6 for 1899	\$137, sales
Kowloon Land & E. Co., Limited	9,000	\$50	\$50	\$14 for 1899	\$25 1/2, sellers
West Point Building Com- pany, Limited	12,500	\$50	\$50	Final of \$1.15 = \$1.80 for 1899	\$48
Hongkong Hotel Company, Limited	12,500	\$50	\$50	10 p. ct. for half year ended 31-12-99	\$125, sales
Humphreys Est. & Fin. Co.	55,000	\$10	\$10	5 per cent. for 1899	\$10 1/2, buyers
COTTON MILLS.					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	3 1/2 p. ct. for period ending 31-10-97	Tls. 60
International Cot. Mfg. Co., Ltd.	10,000	\$100	\$100	3 p. ct. on account '98 & 4 p. ct. on account '99 on 6,000 shares	Tls. 60
Lao-tung-rung-mow Cotton Spin. & Weaving Co., Ltd.	8,000	\$100	\$100	3 p. ct. for half year ended 31-12-97	Tls. 375
Soy Chee Cotton Spinning Company, Ltd.	2,000	\$100	\$100	None	Tls. 50
Yahloong Cot. Spin. Co., Ltd.	7,500	\$100	\$100	None	Tls. 37, sellers
Hongkong Cotton Spin- ning & Dye. Co., Ltd.	12,000	\$100	\$100	None	
MISCELLANEOUS.					
Green Island Cement Co., Limited	50,000	\$10	\$10	10 p. c. for 1/9 one. Capt.	\$24
China Borneo Co., Ltd.	7,500	\$20	\$15	None	\$26, buyers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Final of 8 p. ct. = 11 p. ct. for '99	\$16, sales
Hongkong Electric Co., Ltd.	30,000	\$10	\$5	60 cents on 10/7/99	\$121.85, sales
Hongkong and China Gas Company, Limited	7,000	\$10	410	Final of 4 p. ct. = 8 p. ct. for 1898	\$127
Hongkong & Kowloon Mfg. Co., Gas, Electric & Cold Water	10,000	\$20	\$25	\$10.18 1898	\$170
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	15 per cent. for 1899	\$48, sellers
Hongkong High-Level Tramways Co., Ltd.	1,250	\$100	\$100	Final of \$10 = \$12 for '99	\$165, sales
Dairy Farm Co., Ltd.	10,000	\$75	\$80	\$12 for year ended 30-11-99	\$165, buyers
Carmichael & Co., Ltd.	2,000	\$25	\$20	6 p. ct. for year end 31-7-99	\$84, buyers
Hk. & China Laundry Co., Ltd.	10,000	\$30	\$30	15 p. ct. for 1899	\$5
Campbell, Moore & Co., Ltd.	1,250	\$10	\$10	12 per cent. for 1898	\$16, buyers
Bell's Asbestos E. Agency, Ltd.	10,000	41	41	None	\$14, buyers
United Asbestos Oriental Agency, Limited	9,000 ordy.	\$10	\$4	None	\$94
	100 fms.	\$10	\$10		\$11, buyers
Tebuau Planting Co., Ltd.	10,000	\$5	\$5	None	\$5, sellers
China Provident Loan & Mortgage Co., Ltd.	10,000	\$20	\$10	50 cents for p. r. io	\$9.80, sellers
Watkins Limited	10,000	\$40	\$10	ending 31-12-99d	\$9.80, sales
	1,000	\$10	\$10	5 per cent. for 1899	\$104, sellers

**VISITORS AT HOTELS.**  
**HONGKONG HOTEL.**

Mr. J. H. Aitken	Mrs. L. M. Lang
Mr. Maurice Allix	Mr. A. S. Lee
Mrs. Angus	Mr. J. B. Leech
Mrs. G. W. Appleby	Mr. A. R. Lewis
Mr. W. S. Bailey	Mr. W. W. Levy
Mr. D. Beatty	Mr. & Mrs. W. M. Long
Mr. & Mrs. O. M. D. Bell	Mr. R. J. Macgowan
Com. Blackburn, R.N.	Mr. J. S. Mallory
Mr. J. W. Brown	Mr. L. Marcenaro
Mr. C. Brown	Mr. E. R. Martin
Capt. J. Byron and servant	Mr. E. W. Minton
Mr. H. B. Carter	Mr. Alois
Dr. & Mrs. F. Clarke	Mr. T. D. McKay
Mrs. W. E. Deabe	Mr. A. A. McKeilham
Mr. P. C. Demochio	Mr. F. T. McNamery
Mr. J. Dick	Mr. & Mrs. H. McLeod
Mr. G. M. Discombe	Mr. O. S. Moss
Mrs. Dram	Mr. O. Mungie
Mr. A. H. Duffner	Mr. E. O. Murphy
Mrs. Ellwood	Mrs. W. E. Muirgrave
Mr. H. G. C. Fisher	Mrs. W. W. Newton
Mr. A. P. Flanagan	Mr. Van Nicop
Mr. and Mrs. Fountaine	W. Davis
Mr. George	Mr. J. S. Parks
Capt. Goddard	Mr. J. Reeves
Mrs. L. B. Grundy and	Mr. S. J. Robins
Mr. J. D. Howard	Mr. A. Roufford
Mr. G. H. Hummell	Mr. H. Simkins
Mr. & Mrs. Joseph	Dr. D. Smith
Mr. J. J. Judson	Mr. W. W. Smith
Mr. E. A. Katsch	Mr. N. Snow
Mr. & Mrs. E. K. Kellan	Mr. T. C. Stafford
Mr. & Mrs. E. K. Kellan	Mr. H. Stevens
Mr. Kinghorn	Mr. G. R. Stevens
Mr. J. Kirkwood	Mr. E. J. Whitley
Dr. Lacaze	Mrs. and Miss Whaley
	Mrs. and Mrs. Worfield

**PEARL HOTEL.**

Mr. E. D. Anderson	Mr. R. Fleming Johnston
Mr. H. F. R. Binyon	Mr. J. E. Lee
Mr. A. Bryson	Mr. and Mrs. R. Lesnik
Mr. Charles E. Carr	Mr. J. Martin
Capt. A. C. Clarke R.N.	Mr. C. Gordon Mackie
Mr. G. H. Damm	Major & Mrs. Morris
Mr. W. Davis	Mr. R. Mitchell
Mr. J. S. Ezekiel	Mr. Stuart G. Newall
Mr. A. Forbes	Mr. H. A. Onkley
Mr. & Mrs. F. Fraser	Miss Oakley
Mr. H. H. Gompertz	Mr. H. E. Pollock
Colonel The O'Gorman	Capt. H. V. Pryane
Mr. D. M. Graham	Capt. & Mrs. Reilly
Major V. Vaudry Grif-	Major C. W. Percy Scott
fin, R.A.	Mr. J. S. Major
Mr. Edgar F. Gros	Mr. Murray Stokes
Mr. J. Hays	Mr. A. P. Stokor
Mr. Hindekoper	Mr. G. L. Tomlin
Mr. H. U. Jeffries	Mr. and Mrs. Malcolm
Major G. R. St. John	Watson

**CRAIGIEBURN.**

Mrs. Arthur Anderson	Mrs. Lewnd and daughter
Mrs. B. Anderson	Mr. E. T. McCutcheon
Miss B. Anderson	Mr. McCutcheon
Mrs. M. L. Andrew and son	daughter
Mr. Arthur Bennis family	Mrs. and Mrs. W. Newton
Mr. Francis Flynn, R.N.	Mr. & Mrs. W. Newton
Mr. D. R. Law	Mr. C. C. Skothee
	Colonel Volpicelli
	Mrs. Volpicelli

**THE WAVELEY HOTEL.**

Capt. and Mrs. H. C. D.	Dr. J. C. Thomson
Mr. & Mrs. L. Knox	Mr. J. F. Wiesner
Mr. C. M. Lovis	Mr. A. H. Woods
Mr. and Mrs. H. McGill	Mrs. and Mrs. Woeke
	and two children

**CORNAUGHT HOUSE.**

Capt. Parent Andre	Mr. J. W. Kito
Mrs. Boswick	Mr. C. L. Kuhn
Dr. Ch. Broquet	Mrs. John Mercer
Mr. J. Brownhill	Mr. E. Mndie
Mr. Cugoulet	Lieut. Louis Prod
Mr. E. Escando	
Mr. A. Hill	Mr. Vatcha
Mr. K. Ishihara	Mrs. A. H. Wearo
Dr. J. W. Kite, U.S.N.	

TO-DAY.  
by Captains Percy Scott and A. H.  
City Hall, 9.20 p.m.

THE A. M. STEAMER CITY OF PEKING, with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 22<sup>nd</sup> ultimo.

The O. & S. steamer *Gaelic*, with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 6<sup>th</sup> inst;

THE FRENCH MAIL.

The M. M. steamer *Sydney*, with the next French mail, left Singapore on the 10<sup>th</sup> instant, at 7 a.m., for this port via Saigon.

THE CANADIAN MAIL.

The C. P. & S. steamer *Empress of India* arrived at Yokohama on Monday, 11<sup>th</sup> June, at 6.30 a.m., and leaves again at 8 p.m. for Kobe, where she was due to arrive on Tuesday, at 2 p.m.

MERCHANT STEAMERS.

The E. & A. steamer *Siam* left Singapore on the 8<sup>th</sup> instant, and may be expected here on or about Thursday, the 14<sup>th</sup> instant.

The N. G. steamer *Wittich*, from Hamburg, left Singapore for this port on the 10<sup>th</sup> instant, and may be expected here on or about the 15<sup>th</sup> instant.

The N. Y. K. steamer *Kagoshima Maru* (Bombay Line) left Singapore for this port on the 9<sup>th</sup> instant, and is expected to arrive here on or about the 14<sup>th</sup> instant.

The N. P. steamer *Argyll* sailed from Portland for Japan and Hongkong on the 27<sup>th</sup> ult.

The N. P. steamer *Glenyle* sailed from Tacoma on the 30<sup>th</sup> ultimo for Japan and Hongkong.

The steamer *Kurdistan*, from New York, left Singapore for Manila, Hongkong, Shanghai, Amoy, and Kobe, on the 1<sup>st</sup> instant.

The Austrian Lloyd steamer *Tosca* left Singapore for this port on the 9<sup>th</sup> instant.

The China Mutual steamer *Moyne*, from Glasgow and Liverpool, is due at this port on the 2<sup>nd</sup> proximo.

The steamer *Vernon* left Suez on the 7<sup>th</sup> proximo, and is expected here on or about the 7<sup>th</sup> proximo.

The China Mutual steamer *Tombai*, from Glasgow and Liverpool, is due at this port on the 12<sup>th</sup> proximo.

The "Ben" Line steamer *Benlomond*, from Antwerp and London, left Singapore on the 11<sup>th</sup> inst, for this port.

The O. & S. steamer *Pyrites* left Singapore on the 12<sup>th</sup> instant, and is due in Hongkong on the 15<sup>th</sup> instant.

THE AMERICAN MAIL.

**PEERLESS SCOTS WHISKIES.**  
OF  
**HAIG & HAIG, LD., DISTILLERS SINCE 1679.**

3 Star SPECIAL—The finest of all "Pea" WHISKIES at	\$13.00
5 Star LIQUEUR—Equally, best in the World for Club or Private use at	\$19.00

Stop drinking rank, smoky stuff, because "it comes through the SODA—  
Try Haig & Haig's WHISKIES; pure, mellow, matured, non-smoky, delicate flavoured.  
Once tried, preferred to all others. Sole Agents for Hongkong.

**F. BLACKBURN & Co.**


# Ideal Milk

Superior  
in quality to  
every other  
brand of  
Unsweetened  
Milk.

Enriched 20 per  
cent. with Cream.

STERILIZED—  
NOT SWEETENED.

A Perfect Substitute  
for Fresh Milk.



IDEAL MILK

ENRICHED WITH CREAM

**QUEEN WAT & CO.,**  
DEALERS IN  
**ITALIAN MARBLE AND GRANITE**  
**MONUMENTS.**  
**DESIGNS & PRICES ON APPLICATION**  
at No. 1, Queen's Road East, Hongkong  
Hongkong, 17th October, 1899. [1914]

## TO LET

**"HARFORD."**—MAGAZINE GAP.  
13, PRAYA CENTRAL, Rooms on 2nd Floor.

**5, RIBON TERRACE.**  
Apply to  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 9th May, 1900. [61]

**TO LET.**  
From the 1st July.

**NOS. 5, 7 & 9, ZETLAND STREET.**  
Suitable for Offices and Dwellings, together with the use of a Godown if required.  
For particulars apply to—  
**MESSES. DAVID SASSOON, SONS & CO.**  
Hongkong, 13th May, 1900. 1478

**TO LET.**  
**SUITE OF OFFICES, OLD PRAYA CENTRAL.**  
Apply to  
**CUACCO,**  
Care of *Daily Press* Office.  
Hongkong, 4th April, 1900. [1853]

**TO LET.**  
**"NULLAH SIDE," BONHAY ROAD,**  
from 1st July next.  
Apply to  
**J. R. MICHAEL.**  
Hongkong, 30th May, 1900. [1620]

**TO LET.**  
**EUROPEAN RESIDENCE, 165, QUEEN'S ROAD, East.** Open to sea breeze.  
Apply to—  
**N. MODY & CO.**  
Hongkong, 31st May, 1900. 1627

**TO LET.**  
**A FURNISHED HOUSE at MORRISON HILL,** on or about 1½ acres.  
For particulars, apply to the undersigned.  
**C. H. GRACE.**  
4, Morrison Hill.  
Hongkong, 2nd May, 1900. [1340]

**BOARD and APARTMENTS at Kowloon** for Married or Single.  
Apply—  
**"BERYL,"**  
Garden Road, Kowloon.  
Hongkong, 6th June, 1900. 1674

Printed and Published by ALFRED CUNNINGHAM.

PRIVATE BOARD AND RESIDENCE

**MRS. GILLANDERS** has the honour to announce that she has now **REMOVED** to **GLENWOOD, 21, Caine Road**, formerly known as **Kingsclere**; ten minutes from **Clock Tower**.

**Hongkong, 10th February, 1900.** [a47]


**BOARD AND RESIDENCE.**

**COMFORTABLY FURNISHED ROOMS,** with Board.

Apply to **Mrs. MATHER,**  
2 **Pedder's HILL.**

**Hongkong, 1st January, 1902.**

---



**MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.**

**CODE WORD: "DOCK," NAGASAKI.**  
A.I., A.B.C., Scottish and Engineering Codes  
Used.

**DOCK No. 1 (at TATEGAMI).**

Extreme Length .....	543 feet.
Length on Blocks .....	613 "
Width of Entrances on Top .....	59 "
Width of Entrances on Bottom .....	77 "
Water on Blocks at Spring Tide .....	20 "

**DOCK No. 2 (at MUKAIJIMA.)**

Extreme Length .....	574 feet.
Length on Blocks .....	550 "
Width of Entrances on Top .....	68 "
Width of Entrances on Bottom .....	52 "
Water on Blocks at Spring Tide .....	23 "

ENTING.

PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

**THE WORKS** are well equipped with the  
**LATEST IMPROVEMENTS** and can  
execute any kind of work in **SHIPBUILD-  
ING** and **MARINE ENGINEERING** as well as  
in **REPAIRING OF SHIPS**.  
The **COMPANY** has a **POWERFUL SAL-  
VAGE PLANT** ready at **SHORT**  
**NOTICE.** [619]

**FOR SALE.**

**CHAS. HEIDSIECK'S**  
**CHAMPAGNE, 1893 WHITE REAL**  
\$38.00 ..... per case of 1 dozen quarts  
\$46.00 ..... per case of 2 dozen pints.  
**E. D. KRESSMANN & CO.'S**  
**RED AND WHITE**  
**BORDEAUX WINES.**  
**C. G. HIEBERT & CO.'S**  
**BOTTLED ALE & STOUT**  
**SIEMSEN & CO.**  
Hongkong, 5th May, 1890. [40]

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**NEW** and easy method of learning French  
in a few months, mainly by conversation,  
by a Frenchman.  
Please address—  
B. R.  
Care of Office of this Paper.  
Hongkong, 8th June, 1900. [1708]

**NGAM for the Concerned, at 8, Praya Central**